

JOURNAL OF A TRIP TO WASHINGTON STATE

We left National Airport, across the Potomac from Washington, at 9 AM Tuesday and landed early the next morning in California. Unification of the armed forces seems to be a fact at San Francisco; at any rate the Navy bus that took us from the Air Force base called at another Air Force installation and two Army outfits before dropping us at the Navy center in San Francisco. En route we saw the hulk of the stern-wheeler GOLD lying in a backwater at Mare Island, and at Sausalito were the old Lake-built ADMIRAL SEBREE still lying in Richardson's Bay, and Warwick Tompkins' WANDER BIRD alongside a pier.

We had no chance to tour the San Francisco waterfront, as we had to catch another Navy bus to Moffett Field, whence we flew to Sand Point, Seattle, arriving shortly before dark. The next morning we boarded the Army Transportation Corps FS-210, a little seagoing twin screw diesel vessel, at Portage Bay, Lake Union. Not far away was lying the auxiliary four-masted schooner yacht FANTOME, which has been in these waters since 1939; but the forest of masts in Lake Union is a thing of the past. We locked through to salt water with the famous sound steamer VIRGINIA V -- through the lock said to be second only to those at Panama -- and then headed north, passing the remains of the wooden steamer ANNETTE ROLPH.

It is a new sight (to us) to see the chief mate, wearing an Eisenhower jacket, working a crew of sergeants and corporals on the forecastle head; but the Army seems to have taken seafaring in its stride. Another new sight was the antics of a gull trying to maintain his perch and his dignity atop a revolving radar antenna. Gulls waited millions of years for ships to be invented so that they could get free rides, and now the electronics people have ruined their best roosts.

We made a landing at Friday Harbor, on San Juan Island, in the middle of the afternoon, and the next day had a chance

to explore the island. Lying not far from Friday Harbor we found the three-masted schooner WAWONA, which has been there since the end of the 1947 fishing season. She is owned by the Robinson Fisheries Co. of Anacortes, which was recently bought out by a New York concern, and this season they are trying an ex-subchaser as a trawler on the Bering Sea codfishing grounds.

WAWONA, built at Fairhaven, California, in 1897, entered the cod fishery in 1914, and is credited with having landed more cod than any other salt-banker in the world. The Army used her as a barge in World War II, sending down her masts in true military fashion -- with a crosscut saw at the deck level, after hack-sawing through the shrouds. They also chopped off her galley. After the war she was refitted with three 110' spars, cut far up on the slope of Mount Baker. The logs alone cost \$500 apiece, and the completed masts \$1100 each. For a sailing vessel, the WAWONA carries plenty of machinery; there is an air-cooled engine at each mast for halyards, a Delco light plant, a freezing plant, and a diesel anchor windlass, while her 30 fishermen use dories with air-cooled inboard engines.

Another sight on San Juan Island is the limekilns at Roche Harbor, where the SCOTTISH LADY lay for many years, as described by Harold Huxke in the October 1947 "American Neptune". Roche Harbor is

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September, 1948

a semi-ghost town now; but, driving over the dusty, rabbit-ridden roads of the island, the natives still tell tall tales of the rose gardens, salmon barbecues, and other eccentricities of the late founder of the company town.

Most of Saturday we spent on the water again, on the chartered 55-ft fishing boat HYDAH, in the channels among the islands. We went far up East Sound on Orcas Island, past Rosario, where Robert Moran, after retiring from shipbuilding at Seattle, built the yacht SANWAN on the lawn of his estate.

On Sunday we went back to Seattle again on the FS-210, touching at Port Hadlock, and then down the Sound, seeing the famous streamlined ferry KALAKALA, and some double enders also from San Francisco Bay. Making a landing at the Seattle Port of Embarkation, we passed a group of laid-up naval vessels. In them the hull like a razor and the chevrons on the stack identified a familiar form, which no amount of grey paint could disguise -- the barracks ship GREY-HOUND (IX-106), the old YALE. We heard later that she is to be sold as surplus.

The weather by now had settled down to a steady drizzle, but we went forth in search of a kindred spirit, Captain P.A. McDonald, some time master of MOSHULU, DUNSYRE, WILLIAM DOLLAR, and others of the last American square-riggers. We found him surrounded with memories of the bygone sailing ships and the men who sailed them. He apologized for the rain (which, we gathered, is unusual in July in Seattle) but not for the lack of wind; for, as he said, "what is the need for wind with no ships left to use it?"

We could have spent a couple of days looking at his collection of beautifully-kept books on the sea, his scrapbooks and photographs and paintings (including a wonderful Patterson oil of the JOSEPH DOLLAR); but after discussing the barkentine JAMES JOHNSON and Conrad's bark CTAGO, the dearth of competent marine artists and the public apathy toward maritime history, the use of the sympiesometer and the lumber-carrying qualities of the Down East square-riggers, we made our way back to Sand Point.

Monday was spent mostly in the air: Sand Point to Moffett, Moffett to Fairfield, and Fairfield to Washington Airport. We got back to our desk in the steaming tropical climate of Washington on Tuesday.

THE LARGEST CATBOAT, DORY, AND SLOOP

"Rudder" for July (p.77) has a photo and description of the largest catboat ever built, the CLEOPATRA, by Daniel Crosby & Sons at Osterville, Mass., in 1895 for Anthony O. Russell, Nantucket. Overall 33-ft. with 3-ft draft, she registered a hefty 17 gross tons on 32.5 x 15.2 x 4.6 feet dimensions.

We think the largest dory ever put together was one at Provincetown, Mass., in 1901 for Col. C.L. Norton. She measured 45 x 14 x 7, had a deckhouse, and was rigged with two leg-of-muttons and a jib. Does any reader know her name?

What was credited with being the largest sloop yet built on the Chesapeake was the CHARLES M. KELLY, built in Gloucester County, Virginia, in 1892. She was 80 tons deadweight, 33 gross, 79.5 x 19.5 x 6. The largest Hudson River sloop was said to be UTICA of Athens, N.Y., built in 1833 at Albany, N.Y., 220 deadweight, 126 gross, 77 x 27 x 8. R.G. Albion found the largest sloop built at New York to have been ILLINOIS, by Christian Bergh in 1817, a Stonington sealer 111 tons (o.m.), 83' x 27'7" x 11'.

Seth Padelford, a shipowner of Providence, R.I., was interested in some large sloops in the forties and fifties. Two of these were 130 tons (o.m.): POINTER, built at Bristol, R.I., in 1856, 76'2" x 26'3" x 7'10"; and THOMAS HULL, built there in 1850, 76'5" x 25'4" x 8'; while AMERICA, built at Bristol in 1851, was 148 tons (o.m.), 83' x 26'7" x 11'. Padelford owned shares in at least half a dozen other large sloops; the reason for his predilection for the rig is unexplained.

The 213-ton (o.m.) POLLY PRICE, built at Egg Harbor, N.J., in 1855, is also listed as a sloop. We do not have her dimensions, nor have we confirmed the number of masts from her register.

Coming down to more recent times, the largest sloops are the Quincy granite carriers. All but the largest of these were sloop-rigged, as a schooner rig was ill-adapted to swinging the heavy boom required to lift the granite blocks out of the hold. The BALDWIN, built at Essex, Mass., in 1890, measuring 86 x 27.2 x 7.3 feet and 123 gross tons, was the largest stone sloop.

(Continued on Page 15)

DUDE SAILERS OF THE NEW ENGLAND COAST

We mentioned in our last issue the ram EDWIN & MAUD, which has been refitted to carry passengers for one-week cruises on the Chesapeake. She is operated by Chesapeake Vacation Cruises Inc., who in 1945 converted the LEVIN J. MARVEL, a 183-ton three-master built at Bethel, Delaware, in 1891. The MARVEL ventured down to Florida after her first cruising season, but has since, we understand, remained in the Chesapeake.

This business of carrying passengers for short cruises in historic coasting vessels seems to have originated in Maine. Captain Frederick B. Guild of Boothbay Harbor has been in the trade since 1932, and this season is running the STEPHEN TABER, ALICE S. WENTWORTH, and GRACE & ALICE. The TABER, 50 tons, was built at Glenwood, N.Y., in 1871; the GRACE & ALICE, 31 tons, at Calais, Maine, in 1910; and the WENTWORTH, 68 tons, at Wells, Maine, in 1905.

At Camden, Maine, Captain Frank Swift operates a fleet that includes the MATTIE, LOIS M. CANDAGE, CLINTON, EVA S. CULLISON, LILLIAN, ENTERPRISE, MERCANTILE, and MABEL, all little two-masted coasters; the ex-yacht INDRA; and Irving Johnson's old YANKEE. MATTIE, 58 tons, was built at Patchogue, N.Y., in 1882 as the GRACE BAILEY. CLINTON, 33 tons, was built at Millbridge, Maine, in 1886; CANDAGE, 44 tons at Bluehill, Maine, 1912; CULLISON, 48 tons, at Baltimore, Md., in 1888; LILLIAN, 43 tons, at Boothbay, Maine, in 1876; and ENTERPRISE, 57 tons, and MERCANTILE, 41 tons, at Deer Island, Maine, in 1909 and 1916. MABEL we cannot identify, but INDRA, 25 tons, was built at South Boston in 1900; while Yankee, 102 tons, was built in Holland in 1897 as the pilot boat TEXEL. Passenger accommodations on the coasters range from 11 on the CLINTON to 24 on the MATTIE.

One of the largest coasters in the dude business is MAGGIE, 72 tons, built in Dorchester Co., Md., 1871, and now run out of Nahant, Mass., by Donald P. Hurd. At Rockland, Maine, the former yacht NORTH-WIND is operated by James Clifford.

Except for YANKEE, none of these vessels has an engine. They generally cruise in sheltered waters and tie up at night. A week costs \$60 to \$75, passengers usually supplying their own bedding. Most of these little craft are older than any of their passengers, but are probably in bet-

ter physical condition. What better way is there than a trip in one of them to escape for a week the complexities of civilization and hearken back to our ancestors' way of life and means of livelihood?

THE MEXICAN STATES PASSENGER LINE

The Compania Navegacion de los Estados de Mexico, of Mazatlan, better known as the Mexican States Line, was established in 1921 or 1922 with a group of former British Navy sloops of the "herbaceous border". These vessels were originally designed to be built for the Admiralty by yards with no previous naval construction experience, using merchant ship practice, and so after World War I they proved simple to convert to passenger and cargo work.

About 118 of these craft had been built, displacing 1200 tons on dimensions 255 x 33.6 x 11 ft draft, with 4-cylinder triple-expansion engines driving them at 17 knots with 2400-hp on a single screw. As merchant vessels they were around 1400 gross tons.

A few of this "Flower class" had been used as Q-ships, although they were intended chiefly for mine-sweeping, and the State Liners were invariably described as former Q-ships wherever they happened to be. However, it is doubtful whether any of them actually was a Q-ship.

Under Mexican state ownership the vessels were converted to burn oil, and the old tank barge SIMLA, formerly a four-masted bark, was bought and stationed at Mazatlan as a bunkering facility. The steamers were licensed to trade between San Francisco and Panama, and for a few years a lively schedule was maintained; but eventually the service proved unprofitable, and the individual vessels were scattered among various ownerships. Apparently none of them survived World War II, although we have been able to obtain the ultimate fate of only one. Here are their individual histories:

OAXACA (ex HMS PELARGONIUM) was built by Hamilton at Port Glasgow in 1918. In 1927 she was bought by C. Allan Hancock, a rich millionaire of Los Angeles, to run to a ranch he owned in Mexico. He also made a collecting trip to Cocos, Malpelo, and Galapagos in her. Then she changed hands a number of times; for a while she belonged to the West Coast Transportation Co. of Panama City; and a little later she

got ashore in the Wrangell Narrows near Ketchikan, Alaska, and was bought and salvaged by Hobbs Bros. of Vancouver. In April 1929 she arrived at Los Angeles from Magdalena Bay, and was laid up. Her owner at this time was J.D. Gentry of San Bernardino, California.

In April 1937 OAXACA was reported sold to the Providence SS Co. of Rhode Island, to run in the fruit trade from the east coast of Mexico to Gulf ports; but this deal fell through. Finally in February 1938 she had her waterline shell plating renewed at the Craig yard, was renamed SOFIA, and sailed off to Greece to run in the Cyclades Islands passenger trade for M.P. Nomokos of Piraeus.

COLIMA (ex HMS POLYANTHUS) was built by Lobnitz at Renfrew in 1917, and about 1928 was sold to Cayzer, Irvine & Co. Lim. of Montreal. In 1933 she became the ACROPOLIS of Antoniou & Katramandos, Piraeus.

CHIAPAS (ex HMS MISTLETOE) had been built by the Grangemouth & Greenock DY Co. at Grangemouth in 1918. After sale by the States Line she was renamed PLAYA ENSENADA in 1932; in 1933 she was owned by G.A. Mc Lovey of Panama as LA PLAYA; next she was renamed CITY OF PANAMA; and in 1934 became STAR OF HOLLYWOOD under the ownership of Martin S. Lewis Jr. of Los Angeles. She was well known during this period for making alcoholic "cruises to nowhere" just outside the three-mile limit. In 1939 she became the gambling barge TEXAS, only to be put out of business by Earl Warren a year later. She next assumed the humble role of a fishing barge and the name STAR OF SCOTLAND. Finally, on 23 Jan. 1942 she foundered off Santa Monica Breakwater, with the loss of one life.

CHIHUAHUA (ex HMS MONTBRETIA) was a product of the Irvine SB & DD Co. at West Hartlepool in 1917. She was owned in 1935 by the Pacific Deep Sea Fishing Corp. of Mazatlan, and is not in Lloyds Register for 1938.

NAYARIT (ex HMS IVY) was built at Blyth in 1918 by the Blyth SB & DD Co. Her first name in Mexican service was SINALOA, but this soon was changed to NAYARIT. Like COLIMA, she was sold to Cayzer, Irvine & Co., Montreal; and in a couple of years became the NORTH VOYAGEUR of the Clarke SS Co., Quebec, running from the St. Lawrence to Newfoundland between May and October. In 1937 she became ESPEROS of the Hellenic Shipping & Commercial Co. Lim., of Greece.

GUERRERO (ex HMS DIANTHUS) was built by Barclay Curle & Co. Lim. at Glasgow in 1917. She was driven ashore in a storm at Mazatlan on 15 October 1922, but her people were rescued safely, and she was floated a month later by the ALGERINE (another former Royal Navy vessel) of the Pacific Salvage Co., Vancouver. GUERRERO is last listed as owned by W. Maggio of Mazatlan, and is not in 1938 Lloyds.

Beside the six single-screw steel sloops, the Mexican States Line ran the SINALOA, a steamer of about the same size built in 1921 at Hardinxveld, Netherlands, as the SANTA GERTRUDIS. In 1933 she became the ARCHON, owned by C.M. Lemos of Syra, so that no fewer than four of the fleet ended up in Greek waters.

As to SIMLA, the fuel barge, she was brought back to San Francisco for repairs and capsized in the Oakland Estuary on 7 Jan. 1930. The wreck was raised a couple of years later, to be scuttled in deep water.

THE MISSIONARY PACKET MORNING STAR

The excellent illustrated article on the MORNING STAR by Dorothy Cushing in June "Steamboat Bill" ends with sale of the barkentine in 1900 for trading to Cape Nome. After a few years she was fitted out as the whaler HERMAN, owned by Herman Liebes of San Francisco, and she went to the Bering Straits whale fishery regularly from 1907 to 1912. In 1913 she was laid up, but in 1914 was sent North in search of the ill-fated KARLUK of Stefanson's expedition, and also took 6 bowhead whales.

In 1916 HERMAN was given an Atlas gas engine in place of her steam plant and rerigged as a baldheaded three-masted schooner; and in 1922 a diesel was installed. In 1926 she was sold to G. Omana of La Paz, Lower California, who renamed her CHAPULTEPEC. She is out of the registers for 1928.

MORNING STAR was built by the New England Shipbuilding Co. at Bath, Maine, in 1884 for the American Board of Foreign Missions, Boston, with the contributions of Sunday School children. She originally was a steam barkentine of 471 gross tons, 131.3 x 29.9 x 12.2 feet. She had a compound engine from the Goss Marine Iron Works of Bath, and her mizen lower mast served as smokestack.

SAILING SHIP NEWS

C.A. THAYER, 3m.sch. Codfishing in Bering sea; had taken 200,000 fish by first week in August.

CHRISTIAN RADICH, Nor.tr.ship. Left Oslo 2 June; 27th arr Madeira; 29 July arr New York from Madeira (27 d).

DAR POMORZA, Pol.tr.ship. On cruise 30 May-1 Sept; 9 July left Copenhagen for Havre.

EAGLE, USCG tr.bark. 8 June left New London; 2 July arr London via Azores.

EFFIE M. MORRISSEY, 2m.sch. Fitting out at New Bedford for Cape Verde Is.trade.

FREDERICK P. ELKIN, Br.3m.sch. 3 July left Hampton Rds for Barbados; called at Bermuda 17 July.

KØBENHAVN. The hull launched at Leith in 1914 to be rigged as a 5m.bark was instead requisitioned by the Admiralty as an oil hulk, and is still so used by Shell Oil at Gibraltar.

KOMMODORE JOHNSEN, ex-Ger.aux.4m.bark. Reported refitting at Rostock as a Soviet training ship.

LAWHILL, S.Afr.4m.bark. 27 Feb.left Port Victoria; 6 May arr Beira (68 d); 18th left Beira; 30th arr Durban (12 d); 25 July sold to Portuguese buyers.

LUCY EVELYN, 3m.sch. 3 March left Cape Verdes for Dakar; 12 April arr New Bedford instead. 8 June sold at auction to N.T.Ewer, Beach Haven, N.J., for preservation ashore. 4 July ashore near Little Egg Inlet, towing to Beach Haven, but floated by Coast Guard.

MADALAN, bgne. 28 May arr Dakar from US; 8 June left; 26 July arr Providence, R.I.(48 d), with 42 passengers.

MOSHULU, Finn.4m.bark. Floated at Narvik in May. Currently for sale at Bergen for \$50,000.

PADUA, ex-Ger.4m.bark. Reported refitting as Soviet training ship for 400 men.

PAMIR, New Z.4m.bark. 1 June left Antwerp for New Zealand with cement and slag.

PASSAT, Finn.4m.bark. 17 May left Port Victoria for U/K with wheat.

SAGRES, Port.tr.bark. 10 July arr Boston from St.Vincent CVI (27 d). Visited New Bedford, Providence, New York (under tow). 3 Aug. left New York for home.

SØRLANDET, Nor.tr.ship. 12 July arr Tyne from Arendal.

TANGARA, Braz.aux.4m.bktn. 20 May left Rio; 28th arr Pto Alegre in tow, engines disabled.

VERA P. THORNHILL, Br.2m.sch. 23 May total loss at Belize.

VIKING, Finn.4m.bark. 11 Mar. left Port Victoria with 4000 tons wheat; arr Falmouth 28 July (139 d); 4 Aug.arr London.

(Our thanks to Giles Tod and others who have sent in items for this section).

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THE LARGEST SLOOP (contd.from p.12)

Among American yachts, the biggest one-masters have been the America's Cup defenders and defense aspirants. Registered measurements of the largest of these are:

Year	Name	Gross	Dimensions, feet		
1887	VOLUNTEER	105	93.9	23.5	11
1893	VIGILANT	144	103.9	26.4	16.1
1899	COLUMBIA	145	104.8	24.2	18.1
1903	RELIANCE	175	110	25.8	17.6
1930	YANKEE	136	106.2	22.5	13.4

LISTS OF UNITED KINGDOM LAUNCHINGS

The annual tabulations of sailing vessels launched in the United Kingdom are continued in this issue on Pages 21 to 24 with the output of 1887 and 1888. It will be observed that we have tried to improve the utility of these lists by including changes of name. Whenever possible, the year that the name was changed is also given, as well as the owner by whom the name was changed.

Several readers have expressed a desire to have such lists for earlier years. We have made a start in this direction by compiling preliminary lists for 1884 and 1885; but since Lloyds Register in those days only carries names of vessels classed with Lloyds, a complete list can be made only by consulting files of maritime periodicals that listed launchings as they occurred, or in annual summaries.

For the benefit of those who have not yet solved the order in which the shipyards are arranged, we have started with the North East Coast of England and gone clockwise around England and Scotland, then shifting to Ireland.

Shipbuilding in 1888 showed only a slight improvement over 1887. The largest hulls were LIVERPOOL, 3400 tons; and HOLKAR, 3073. SCOTTISH LOCHS was the biggest full-rigger, 2640 tons; PALLAS, 1457 tons, was the largest bark. TACORA, a four-masted fore-and-aft schooner (later made into a barkentine) was an innovation.

ANDREW WELCH and FOONG SUEY were ordered by American owners and registered in Hawaii. The former took a cargo of beans from San Francisco toward Sweden in 1916, was ordered to Kirkwall with a British prize crew aboard, and was blown over to the German coast and captured. She was sold as a prize to Sweden, then became a Norwegian motorship, and is still in service. FOONG SUEY, as GALENA, was torpedoed off Ushant on 25 June 1917.

BUCKINGHAM, as BERTHA, was seized at San Francisco in 1917 and hulked at Sydney, Australia, in 1924. LORD SHAFTESBURY, as GOLDEN GATE, was broken up at San Francisco in 1935.

PASS OF BALMAHA came under the American flag in 1914, owned by the Harby Shipping Co., New York. With cotton for Arkhangel, she was captured in 1916 just as was ANDREW WELCH. She became the commerce-raider SEEADLER under von Luckner and was lost on Mopelia, 2 August 1917.

MERCHANT MARINE NAVAL RESERVE BULLETIN

A monthly leaflet with the above title is published by the Navy Department Bureau of Naval Personnel "to inform inactive members of the Merchant Marine Reserve on matters of current interest." A feature of each issue is a thumbnail sketch of a vessel that has served both in the Navy and the American merchant marine.

Although the editor of the Bulletin is cloaked in Navy anonymity, we strongly suspect that Comdr. J.W. McElroy has a great deal to do with it. And although it is issued for the Naval Reserve, we believe that any citizen not behind in his income tax may get on the mailing list by applying through proper channels.

IRISH PENNANTS

Q.- You list PROVINCE as a 4 mast ship. The PROVINCE I knew was a 4 mast barque.

B.A., Dutch Flat

COLONY, PROVINCE, ELLESMERE, and FALLS OF HALLADALE were four-masted barks. E.H.L., Hampden, Conn.

A.- These were listed the way they came out of Lloyds. See the note near the bottom of Page 22. Thanks for setting us straight. Ed.-LOG CHIPS

Q.- You state CALBUCCO was "nominally a bark." At Aden in 1944 she had a three-piece mizzen mast, and her mizzen yards were on deck. Her stern plates were old and weak, and could not stand the extra weight on that mast. G.M.S.T., Boston

A.- Glad to have this straightened out. She is called a "4-mast bark" in Lloyds for 1925, and a "3-mast schooner" in 1933. Ed.-LOG CHIPS

Q.- RHINE (p.9) arrived Boston 2 May 1920 from Calcutta 218 days via Durban. On fire 8 May. Oct. 1923 sold for \$975, becoming a barge in November.

G.M.S.T., Boston

RHINE was broken up at Camden (N. J.?) early in 1926. Her figurehead is on the estate of L.J. Bringle at Northeast Harbor, Maine. A.N., Belmont

A.- Thanks. Ed.-LOG CHIPS

ADDITION TO FOUR-MASTED SCHOONERS

To the list on Page 18 add the four-master SUSIE M. PLUMMER, KHRP, built at Thomaston in 1890, 920 tons. She went out to the West Coast, and was lost with all hands in December 1909.

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1888 (continued)	
WILLIE H. CHILD	626	KGCJ	Thomaston, Maine	Dunn & Elliot
GEO. A. McFADDEN	1070	KGCQ	Bath, Maine	William T. Donnell
HOWARD SMITH	728	KGCR	East Boston, Mass. 1889	
DOUGLAS DEARBORN	1024	KGDH	Bath, Maine	A. Sewall & Co.
TECUMSEH	1658	KGDM	Bath, Maine	
JACOB S. WINSLOW	910	KGHQ	Bath, Maine	
TALOFA	1188	KGJF	Bath, Maine	A. Sewall & Co.
CHARLES K. SCHULL	884	KGJM	Camden, N.J.	S.W. Tilton
JOHN PAULL	1508	KGJR	Bath, Maine	
MASSASOIT	1377	KGJW	Bath, Maine	
HENRY S. LITTLE	1096	KGLB	Bath, Maine	New England S.B.Co.
JOHN B. MANNING	1190	KGLF	Wilmington, Del.	Jackson & Sharp Co.
LYDIA M. DEERING	1224	KGMQ	Bath, Maine	Gardiner G. Deering
MARJORY BROWN	1210	KGMS	Wilmington, Del.	
GEORGE M. GRANT	1254	KGND	West Haven, Conn.	Gesner & Marr
CORNELIUS HARGRAVES	1401	KGNF	Camden, Maine	H.M. BEAN
MABEL JORDAN	993	KGNV	Thomaston, Maine	Washburn Bros.
O. H. BROWN	1051	KGPF	Bath, Maine	Kelley & Spear
WILLIAM K. PARK	1252	KGPS	Camden, N.J.	
AUGUSTUS WELT	1221	KGPV	Waldoboro, Maine	Welt & Co.
J. R. TEEL	870	KGQC	Newburyport, Mass.	
MILLIE G. BOWNE	1680	KGQH	Camden, Maine	H.M. BEAN
ALICIA B. CROSBY	1113	KGQJ	Bath, Maine	E.S. Crosby
MARGUERITE	1553	KGQL	Bath, Maine	New England S.B.Co.
EDITH BERWIND	814	KGRL	Coopers Point, N.J.	
VAN LEAR BLACK	634	KGRN	Baltimore, Md.	J.S. Beacham & Bro.
CLARA A. DONNELL	1177	KGRP	Bath, Maine	William T. Donnell
JOHN S. AMES	963	KGRQ	Bath, Maine	
JOHN H. PLATT	1172	KGSW	Madison, Conn.	
JOB H. JACKSON JR.	1158	KGTB	Wilmington, Del.	
JAMES G. BEECHER	831	KGTD	New Haven, Conn.	
FLORENCE CREADICK	644	KGTJ	Milton, Del. 1890	C.C. Davidson
CLARENCE H. VENNER	934	KGTV	Newburyport, Mass.	
CHAS. L. DAVENPORT	1032	KGVH	Thomaston, Maine	Washburn Bros.
(rn ASBURY FOUNTAIN)				
JAMES JUDGE	680	KGVN	Wilmington, Del.	
WILLIAM JOHNSON	777	KGWB	Camden, Maine	H.M. BEAN
R. F. PETTIGREW	931	KGWQ	Bath, Maine	
CHARLES DAVENPORT	1297	KHCQ	Bath, Maine	Kelley & Spear
CHARLES A. CAMPBELL	1576	KHDG	Bath, Maine	B.W. & H.F. Morse
(rn MATOWAC)				
WILLIAM NEELEY	897	KHDP	New Haven, Conn.	
EDITH OLCOTT	1194	KHDQ	Bath, Maine	
PERCY BIRDSALL	1127	KHDS	Wilmington, Del.	Jackson, Sharp & Co.
JAMES W. FITCH	1120	KHDT	Waldoboro, Maine	
EDITH L. ALLEN	969	KHTG	Richmond, Maine	
NJMBUS	884	KHGF	Belfast, Maine	
WILLIAM C. TANNER	1033	KHGT	Bath, Maine	Gardiner G. Deering
MAJOR PICKANDS	984	KHJD	E. Deering, Maine	G. Russell

Name	Tons Gross	Signal Letters	Year Place built	Builders
1890 (continued)				
SENATOR SULLIVAN	724	KHJN	Boston, Massachusetts	
CHARLES M. PATTERSON	834	KHJP	Camden, N.J.	
MARIA O. TEEL	1125	KHJQ	Newburyport, Mass.	
ALICE HOLBROOK	722	KHJR	Camden, Maine	H.M. BEAN
GEORGE BAILEY	1245	KHLN	Bath, Maine	
ELVIRA J. FRENCH	950	KHLV	Boothbay, Maine	WM. ADAMS & SON
JOHN HOLLAND	1165	KHLW	Bath, Maine	
LYMAN N. LAW	1300	KHMQ	West Haven, Conn.	Gessner & Marr
ADDIE M. ANDERSON	934	KHPG	Bath, Maine	
D. H. RIVERS	1072	KHRJ	Thomaston, Maine	Dunn & Elliott
(rn Argentine	INDOMABLE; 1921		RICAMERON of New York)	
GLENWOOD	1649	KHRL	Bath, Maine	
LENA F. DIXON	1030	KHRV	Rockland, Maine	(rn MONHEGAN)
GEORGE E. WALCOTT	1553	KHRW	Bath, Maine.	E.S. Crosby
YOUNG BROS.	897	KHSD	Belfast, Maine	
HORACE M. MACOMBER	1050	KHSF	Newburyport, Mass.	
MARJORIE	1460	KHSG	Camden, Maine	H.M. BEAN
HENRY J. SMITH	1108	KHSM	Thomaston, Maine	Washburn Bros.
SAMUEL W. TILTON	937	KHTN	Camden, N.J.	
EBENR. HAGGETT	841	KHVG	Damariscotta, Maine	
JOHN W. LINNELL	994	KHWE	Madison, Conn.	
1891				
LAURA C. ANDERSON	960	KHWN	Bath, Maine	New England S.B.Co.
MARY ADELAIDE RANDALL	1166	KHWT	Bath, Maine	
ELEAZER W. CLARK	934	KJBC	Bath, Maine	
GEORGE P. DAVENPORT	1461	KJBG	Bath, Maine	William T. Donnell
ROB ROY	785	KJBQ	Camden, N.J.	S.W. Tilton & Co.
STELLA B. KAPLAN	1078	KJCF	Bath, Maine	
THE JOSEPHINE	639	KJCP	Baltimore, Md.	J.S. Decham & Bro.
FANNY C. BOWEN	1007	KJFM	Bath, Maine	Kelley, Spear & Co.
WESLEY M. OLER	1061	KJTV	Bath, Maine	
KATHERINE D. PERRY	1125	KJHQ	Camden, Maine	H.M. BEAN
SAGAMORE	1415	KJLM	Kennebunk, Maine	
CARRIE A. COOKSON	963	KJLP	Rockland, Maine	
JOHN F. RANDALL	1643	KJMG	Bath, Maine	
EAGLE WING	1232	KJMP	Kennebunkport, Maine.	D. Clark
BAYARD BARNES	1005	KJND	New London, Conn.	McDonald & Anderson
DANIEL B. FEARING	1240	KJNQ	Belfast, Maine	
JOHN TWOHY	1019	KJNR	Newburyport, Mass.	G.E. Currier
INDEPENDENT	1157	KJPH	Bath, Maine	William T. Donnell
BENJAMIN A. VAN BRUNT	1191	KJQR	Bath, Maine	Kelley, Spear & Co.
ABEL E. BABCOCK	812	KJQT	Camden, N.J.	
FLORENCE C. MEGEE	1030	KJQV	Wilmington, Del.	
LUCINDA SUTTON	1486	KJRG	West Haven, Conn.	Gessner & Marr
ELLA M. WILLEY	841	KJRL	Thomaston, Maine	Lunn & Elliot
HENRY L. PECKHAM	712	KJRN	East Boston, Mass.	(rn, PRISCILLA L. RAY)
HATTIE P. SIMPSON	1295	KJSE	Waldoboro, Maine	
ESTELLE PHINNEY	922	KJSM	New London, Conn.	
THOMAS A. WARD	805	KJSW	Camden, N.J.	
JENNIE S. BUTLER	943	KJTB	Bath, Maine	
MATILDA B. BORDA	827	KJTC	Camden, N.J.	
FANNY ARTHUR	614	KJTH	Camden, Maine	H.M. BEAN

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1891 (continued)	
MEROM	925	KJTP	Phippsburg, Maine	
ARTHUR McARDLE	894	KJVC	Camden, N.J.	
SARAH C. ROPES	1135	KJVT	Bath, Maine	
THREE MARYS	1151	KJWB	Bath, Maine	W. Rogers
LIZZIE H. BRAYTON	1126	KJWP	Bath, Maine	
CHAUNCEY E. BURK	916	KJWT	Camden, N.J.	
R. AND T. HARGRAVES	783	KLCS	Camden, Maine 1892	H.M. BEAN
LOUISE H. RANDALL	1502	KLFP	Boston, Mass.	
MARY E. H. G. DOW	1198	KLHF	Bath, Maine	William T. Donnell
GEORGE TAULANE	988	KLHR	Coopers Point, N.J.	(rn AGNES MANNING, 1893)
EDWIN R. HUNT	1132	KLMG	Bath, Maine 1893	Gardiner G. Deering
DAVID P. DAVIS	1231	KLSV	Bath, Maine	Gardiner G. Deering
WILLIAM J. LIPSETT	1026	KLTH	Camden, N.J. 1894	
EDWARD J. BERWIND	1141	KLTS	Camden, N.J.	
MARY E. H. G. DOW	1264	KLWH	Bath, Maine	William T. Donnell
EDNA M. CHAMPION	899	KLWM	Millbridge, Maine	
GENL. E. S. GREELEY	1306	KLWP	West Haven, Conn.	J.E. Marr
J. HOLMES BIRDSALL	1520	KMBP	Camden, Maine	H.M. Bean
CHARLES P. NOTMAN	1518	KMCB	Bath, Maine	Percy & Small
AUGUSTUS PALMER	1287	KMCF	Bath, Maine	N.T. Palmer
CLARA E. RANDALL	950	KMCR	Bath, Maine	W. Rogers
MARY MANNING	1233	KMCS	Camden, Maine	H.M. BEAN
C. S. GLIDDEN	1057	KMDC	Thomaston, Maine 1895	Dunn & Elliot
MARY E. PALMER	1526	KMFI	Bath, Maine	N.T. Palmer
WILLIAM H. CLIFFORD	1593	KMJH	Bath, Maine	Percy & Small
LEWIS H. GOWARD	1191	KMJN	Bath, Maine	G.G. Deering
HENRY LIPPITT	895	KMJQ	Thomaston, Maine	Washburn Bros.
HARRY A. BERWIND	996	KMLG	Millbridge, Maine 1896	
R. W. HOPKINS	935	KMNS	Thomaston, Maine	Washburn Bros.
FRANCES M.	1228	KMNW	Phippsburg, Maine	C.V. Minott
ALICE M. COLBURN	1603	KMPL	Bath, Maine	William T. Donnell
WILLIAM B. PALMER	1805	KMPN	Bath, Maine	N.T. Palmer
HENRY W. CRAMP	1629	KMRQ	Camden, Maine	H.M. BEAN
S. P. BLACKBURN	1756	KMSN	Bath, Maine	Percy & Small
GOODWIN STODDARD	887	KMTF	Bath, Maine	New England S.B. Co.
(rn DOROTHY)				
ALMA E. A. HOLMES	1208	KMTR	Camden, Maine	H.M. BEAN
EDWARD E. BRIRY	1613	KMVB	Bath, Maine 1897	G.G. Deering
FRANK A. PALMER	2014	KMWQ	Bath, Maine	N.T. Palmer
CHARLES G. ENDICOTT	856	KNDJ	Bath, Maine 1898	Kolley, Spear & Co.
ALICE E. CLARK	1621	KNCJ	Bath, Maine	Percy & Small
RACHEL W. STEVENS	1211	KNQP	Bath, Maine	New England S.B. Co.
C. S. GLIDDEN	1245	KNSG	Thomaston, Maine	Dunn & Elliott
MASSACHUSETTS	501	KNSH	Bath, Maine	

(To be continued)

Name	Gross Tons	Signal Letters	Year Place built	Builder
ANNA MURRAY	1534	KPFD	1839 Camden, Maine	H.M. Bean
MARY T. QUINBY (rn ESTELLE KRIEGER)	1172	KPUG	Thomaston, Maine	Washburn Bros.
PENDLETON BROTHERS	858	KPFC	Belfast, Maine	
LIZZIE J. PARKER	1399	KPLM	Thomaston, Maine	Dunn & Elliott
IONA TUNNELL	1315	KPMB	Millbridge, Maine 1900	Sawyer Bros.
MARIE PALMER	1904	KPNL	Bath, Maine	William Rogers
JOHN F. DEVLIN	1107	KPRN	Thomaston, Maine	Washburn Bros.
MALCOLM BAXTER JR.	1732	KPSD	Camden, Maine	H.M. Bean
CALUMET	1241	KPTB	Bath, Maine	Kelley, Spear & Co.
MAUDE PALMER	1745	KQGM	Bath, Maine	William Rogers
THALLIUM	729	KQGN	Verona, Maine	McKay & Dix
GENEVA	874	KQGV	Rockland, Maine	
THOMAS S. DENNISON	1491	KQGW	Thomaston, Maine	Dunn & Elliot
J. EDWARD DRAKE	910	KQHM	Bath, Maine	New England S.B. Co.
MEDFORD	1351	KQHR	Bath, Maine	Kelley, Spear & Co.
EDWARD T. STOTESBURY (rn BLANCHE C. PENDLETON)	1446	KQJL	Verona, Maine 1901	McKay & Dix
EDITH H. SYMINGTON	962	KQJT	Newburyport, Mass.	T.S. Currier & Co.
GEORGE MAY	654	KQJV	Milford, Delaware	Abbott Shipyard
CLIFFORD N. CARVER	1101	KQMB	Bath, Maine	New England S.B. Co.
JOSEPH B. THOMAS	1564	KQMN	Thomaston, Maine	Washburn Bros.
GEORGE C. THOMAS	1447	KQMS	Verona, Maine 1901	McKay & Dix
MAY V. NEVILLE (rn FRED W. THURLOW)	1191	KQNG	Bath, Maine	J.W. Hawley
EDITH G. FOLWELL (rn EDITH)	1263	KQNS	Bath, Maine	New England S.B. Co.
CHARLES S. HIRSCH	620	KQPH	Bath, Maine	Kelley, Spear & Co.
MALCOLM B. SEAVEY	1247	KQPR	Bath, Maine	G.G. Deering
J. C. STRAWBRIDGE	861	KQSL	Camden, Maine	H.M. Bean
SPRINGFIELD	633	KQTP	Bath, Maine	New England S.B. Co.
ADA F. BROWN	1456	KQVG	Phippsburg, Maine	C.V. Minott
INEZ N. CARVER (rn GOLDFIELD)	730	KQWD	Bath, Maine	New England S.B. Co.
FREDERICK W. DAY	613	KRBW	Bath, Maine	Kelley, Spear & Co.
SALLIE C. MARVIL	568	KRCF	Sharptown, Md.	Sharptown Marine Ry.
JOSEPH G. RAY	1253	KRCG	Thomaston, Maine	Washburn Bros.
JACOB M. HASKELL	1778	KRCL	Rockland, Maine	Cobb, Butler & Co.
CORDELIA E. HAYS	1281	KRCS	Bath, Maine	
WILLIAM H. YERKES	1498	KRDH	Thomaston, Maine	Dunn & Elliot
ORLANDO V. WOOTEN	677	KREF	Bath, Maine	New England S.B. Co.
HENRY B. FISKE	847	KRGD	Belfast, Maine	
SAVANNAH	584	KRGS	Kennebunkport, Maine	
FRANCES C. TUNNELL	1476	KRHC	Millbridge, Maine	W. Sawyer (or Leverett Strout)
ANNIE (rn ROSE E. MURPHY)	613	KRHD	Rockport, Maine	Carleton, Norwood & Co.
MILES M. MERRY	1589	KRHF	Bath, Maine	Percy & Small
ADELAIDE BARBOUR	1536	KRJP	Newburyport, Mass.	T.S. Currier

(To be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1887

(arranged by builders)

Name	Matl.	Rig	Gross	First owners
Later names	Year	Later owners		
W. Pickersgill & Sons, Southwick, Sunderland				
ARETE	Iron	Bark	1335	Thomas Beynon & Co., Newport
LUHE				
VERDI				
BRASILAIRA				Brazil
MARY ROBERTS	Iron	Bark	1399	R.H. Roberts, Liverpool
Oswald Mordaunt & Co., Southampton				/ Liverpool
TOXTETH	Iron	Ship	2595	Sail. Shp. Tox. Co. Lim. (R. W. Leyland & Co.),
JUBILEE	Iron	Ship	2293	T.R. Oswald, Liverpool
ROBY				R. W. Leyland, Liverpool
R. & J. Evans, Brunswick Dock, Liverpool				
METROPOLIS	Iron	4m. Shp	1811	Metr. Ship. Co. Lim. (W. Thomas & Co.), L. pool.
Thomas Royden & Sons, Baffin Street, Liverpool				
BALMORAL	Iron	Ship	2093	Iron Sail. Shp. Bal. Co. Lim. (Macvicar, Marshall & Co.), London
Barrow Shipbuilding Co., Barrow-in-Furness				
HAINAUT	Steel		1760	F. Speth & Co., Antwerp (tanker; not in Lloyd's)
R. Williamson & Son, Workington				
SILVERDALE	Iron	Ship	1920	Builders
CRICCIETH CASTLE				R. Thomas & Co., Liverpool
BOADICEA	Iron frame & beams, steel plating	Ship	1938	Don. Ship. Co. Lim. (Brown, Jenkinson & Co.), London
Russell & Co., Greenock				
DRUMCLIFF	Iron	4m. Shp	2525	Gillison & Chadwick, Liverpool
OMEGA				Rhederi A/G von 1896, Hamburg
Russell & Co., Kingston and East End, Port Glasgow				
SOKOTO	Iron	4m. Bk	2262	Shp. Sok. Co. Lim. (G.M. Steeves), Liverpool
CLAN BUCHANAN	Iron	4m. Shp	2140	Thomas Dunlop & Sons, Glasgow
VALERIE			1907	Skibs A/S Valerie (Thomas Berg), Stavanger, Norway
LOUDON HILL	Iron	4m. Bk	2139	J.R. Dickson & Co., Glasgow
EBRIN				
GULLMARN				
RENEE RICKMERS	Iron	4m. Bk	2135	R. Q. Rickmers, Bremerhaven
ALAND			1914	Gustaf Erikson, Mariehamn
AYRSHIRE	Iron	Ship	1838	T. Lew, Glasgow
ELBE	Iron	Ship	1693	James Nourse, London
VOLGA	Iron	Ship	1698	James Nourse, London
QUEEN MAB	Iron	Bark	1027	Captain J. Fairlie, Glasgow
Robert Duncan & Co., Port Glasgow				
ALTMORE	Steel	4m. Shp	1772	Thom & Cameron, Glasgow
OCEANA	Steel	4m. Bk	1916	R.R. Paterson, Greenock
Reid & Co., Port Glasgow				
KENILWORTH	Steel	4m. Bk	2308	Williamson, Milligan & Co., Liverpool
STAR OF SCOTLAND				Alaska Packers Association, San Francisco
REX (barge)				A.C. Strella, Los Angeles
STAR OF SCOTLAND (6m. Sch)				Frank A. Hellenthal, Los Angeles

Birrell, Stenhouse & Co., Dumbarton
 BENLARIQ Iron Ship 1734 Watson Brothers, Glasgow

Barclay Curle & Co.Lim., Whiteinch, Glasgow
 COUNTY OF LINLITHGOW Iron 4m.Shp 2207 R. & J. Craig, Glasgow
 KATHERINE 1916 Pacific Freighters, San Francisco
 KATRINA (aux.5m.sch) Greek
 DUCHALBURN Iron 4m.Shp 2058 Robert Shankland & Co., Greenock

Charles Connell & Co., Whiteinch, Glasgow
 QUEEN VICTORIA Steel Ship 1635 J.Black & Co., Glasgow
 HELICON Steel Ship 1664 W.Wencke Sonne, Hamburg
 VIUDA LLUSA Llusa & Cia, Barcelona

Alexander Stephen & Sons, Linthouse, Glasgow
 ARMADALE Iron 4m.Bk 2015 J. & A.Roxburgh, Glasgow
 AUDUN Den Norske Amerika Line, Oslo, Norway
 BRACADALE Iron 4m.Bk 2015 J. & A.Roxburgh, Glasgow
 SVOLDER Norway

Alexander Stephen & Sons, Dundee
 DORIS Iron frame, steel plate. Bark 1353 Builders

W.B.Thompson, Caledonian Shipyard, Dundee
 KING ARTHUR Iron Ship 1647 J.A.Walker & Co., Glasgow

Charles J. Bigger, Foyle Shipyard, Londonderry
 MAIDEN CITY Steel Bark 1242 Thomson, Dickie & Co., Londonderry

Harland & Wolff, Queen's Island, Belfast
 SINDIA Steel 4m.Bk 3067 T. & J.Drocklebank, Liverpool

Workman Clark & Co.Lim., Spencer Basin, Belfast
 DERCY PARK Steel Bark 1333 P.Iredale & Son, Liverpool

Paul Rodgers, Carrickfergus
 PATRICIAN Steel 3m.Sch 190 Alderman P.Tierman, J.P., Drogheda

UNITED KINGDOM LAUNCHINGS IN 1887

The year 1887 was one of depression as far as sailing vessel building was concerned, and iron was still ahead of steel as a building material.

The largest ship built during 1887 was the SINDIA, launched on 19 November and described at the time as the second largest sailing vessel afloat. Although her rig was listed in "Lloyd's Register" as "four-masted ship", the launching story definitely states she had three square-rigged masts and one schooner-rigged. Apparently not for several years yet were Lloyd's surveyors to be agreed on the nomenclature of the four-masted rigs, and the register descriptions cannot therefore be relied on to give rig designations in modern terminology.

Ships later owned in America include. KENILWORTH, which was sunk by a German submarine in November 1942, and COUNTY OF LINLITHGOW, later KATHERINE. By coincidence, both of these became six-masted schooners. KATHERINE, which also had auxiliary engines, later had her rig shortened to five masts.

Among other noteworthy 1887 ships were MAINAUT, a bulk oil carrier, which could lift 2500 tons of oil in 10 tanks, and BENLARIQ, which had lowers, topmasts, and topgallant masts all in one piece. This was the Jubilee year, and both BENLARIQ and DUCHALBURN were rigged with double topgallants and no royals. Whether JUBILEE was so rigged we do not know, but at any rate this combination was later known as "Jubilee rig."

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1888

(arranged by builders)

Name	Matl. Rig	Gross	First owners
Later names	Year	Later owners	
S.P. Austin & Son, Wear Dockyard, Sunderland			
PALLAS	Steel Bark	1457	M.G. Ansinck, Hamburg, Germany
Richardson, Duck & Co., South Stockton-on-Tees			
AFGHANISTAN	Iron 4m.Bk	2286	British Eastern Shipp.Co.Lim., Liverpool
Oswald Mordaunt & Co., Southampton			
SCOTTISH LOCHS	Iron Ship	2640	J.H. Ross & Co., Liverpool
VILLE DE DIEPPE (Tanker)	Steel	1279	M. Robbo Fils, Dieppe (not in Lloyd's)
C.Hill & Sons, Albion Dockyard, Bristol			
PHYLLIS	Iron Bark	967	Builders
R. & J. Evans & Co., Brunswick Dock, Liverpool			
GLADOVA	Iron Bark	1091	S. Wakeham & Son, Liverpool
W.H. Potter & Sons, Queen's Dock, Liverpool			
SEAFARER	Steel 4m.Bark	2211	Builders
SEEFÄHRER	Red.A/G Brena	(D.Cordes),	Bremen
Royden & Sons, Queen's Dock, Liverpool			
BUCKINGHAM	Steel 4m.Bark	2668	Stl.Sail.Shp.B.Co.Lim.(Macvicar, Marshall & Co), L'pool
BERTHA			D.H. Wätjen & Co., Bremen
FLYING CLOUD	1917		United States Shipping Board, San Francisco
MUSCOOTA			United States Shipping Board, San Francisco
Whitehaven Shipbuilding Co., Whitehaven			
GALGATE	Steel 4m.Ship	2361	Galgate Ship Co.(J.Joyce), Liverpool
LORD SHAFTESBURY	Steel 4m.Ship	2341	Sail.Shp.L.S.Co.Lim.(J.Heron & Co), L'pl
GOLDEN GATE	1910		James Rolph, San Francisco
DUNBOYNE	Iron Ship	1425	R. Martin & Co., Dublin
G.D. KENNEDY			
AF CHAPMAN	1923		Swedish Navy
R. Williamson & Son, Workington			
SILVERCRAG	Steel Ship	1939	Builders (Steel with iron frames, beams,
ALDEBARAN	Steel Ship	1943	Boyes & Ruyter, and keelsons)
Bremen			
Russell & Co., Greenock			
ROBERT RICKMERS	Steel 4m.Bark	2262	R.C. Rickmers, Bremerhaven
GLENALVON	Steel Ship	2146	J.R. de Wolf, Liverpool
PITCAIRN ISLAND	Steel Bark	1359	Stuart Brothers, Glasgow
PORT CARLISLE	Iron Bark	1365	Crawford & Rowatt, Glasgow
AUSILIATRICE			P. Schirffino, Genoa
STEFANO OBERTI			Z. & I. F. Oberti, Genoa
Russell & Co., Port Glasgow			
TINTO HILL	Iron 4m.Bark	2144	J.R. Dickson & Co., Glasgow
ALONSO			A/S Baa (N.T. Nilsen-Alonso), Sandefjord, Norway
VEIRLAND	1926		
MADAGASCAR	Steel 4m.Bark	2145	J. Boyd, Helensburgh, Glasgow
KATANGA			Russian
CAP HORN	Steel 4m.Bark	2626	A.D. Pordes, Dunkirk
LIVERPOOL (completed 1889)	4m.Ship	3400	R.W. Leyland & Co., Liverpool
Iron; steel beams			

Russell & Co., Port Glasgow (continued)

NORFOLK ISLAND	Steel Bark	1360	Stuart Brothers, Glasgow
ANDREW WELCH	Iron Bark	885	C. Brewer & Co. Lim., Honolulu
SOPHUS MACDELOM	1916	Sweden	
CANIS (motorship)		Norway	
FIRTH OF CROMARTY	Steel Ship	1528	J. Spencer & Co., Glasgow
SUTILEY	Iron Ship	1742	Foley, Aikman & Co., London

Robert Duncan & Co., Port Glasgow

HAROLD	Steel Bark	1376	W.T. Stephens & Sons, London
PASS OF BALMAHA	Steel Ship	1571	Gibson & Clark, Glasgow
SEADLER (aux.)	Imperial		German Navy

William Hamilton & Co., Port Glasgow

SEMANTHA	Steel 4m. Bark	2280	Shp. Semantha Co. Lim. (J.R. Hays & Co.), L'pool.
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John Reid & Co., Port Glasgow

ADDERLEY	Steel Bark	1239	C.W. Kellock & Co., Liverpool
BANKLANDS	Steel Bark	1239	Bank Shipping Co. Lim., Liverpool
TACORA	Iron 4m. Sch.	911	Nicholson & McGill, Liverpool

Birrell, Stenhouse & Co., Dumbarton

BUTESHIRE	Steel Ship	1906	Thomas Law, Glasgow
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Charles Connell & Co., Whiteinch, Glasgow

OLYMP	Steel Ship	1664	B. Wencke Söhne, Hamburg
MARION BALLANTYNE	1889		
KLIO	Steel Ship	1664	B. Wencke Söhne, Hamburg
KALLIOPE	Steel Ship	1665	B. Wencke Söhne, Hamburg

D. & W. Henderson & Co., Meadowside, Partick, Glasgow

MARION LIGHTBODY	Steel 4m. Ship	2176	Rogers & Co., Glasgow
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Napier, Shanks & Bell, Yokor, Glasgow

FOOHNG SUEY	Steel Bark	1036	C. Brewer & Co., Honolulu
GALENA	1916	Galena Signal Oil Co., New York	

W. Kinloch, Kingston

MORAY CHIEF	Wood Bktn	327	W. Kinloch, Banff
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Alexander Stephen & Sons, Dundee

EUDORA	Steel 4m. Bark	1992	Builders
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Charles J. Bigger, Londonderry

HORIZON	Iron Bark	1078	Estier Freres, Marseilles
CUPICA	Steel Bark	1210	W.H. Ross & Co., Liverpool
GRETCHEN HARTRODT			German
PAUL ISENBERG	Steel Bark	1231	J.C. Pfluger & Co., Bremen
HATHOLMEN	1907	O. Lohne, Marstal, Denmark	

Harland & Wolff, Lim., Queens Island, Belfast

HOLKAR	Steel 4m. Ship	3073	T. & J. Procklebank, Liverpool
ADELAIDE	1901	D.H. Wtjen & Co., Bremen	
ODESSA	1913	Rederi A/G von 1896, Hamburg	
SOUVERAIN	1915	Andreas Melling Jr., Stavanger	
HIPPALOS	1922	Emil Knudson, Lillesand	

Workman Clark & Co. Lim., Belfast

LORTON	Steel Bark	1419	P. Iredale & Sons, Liverpool
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